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Slegelis et al.

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(54) **MACHINE SUSPENSION SYSTEM**

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U.S.C. 154(b) by 47 days.

This patent is subject to a terminal dis-
claimer.

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(Continued)

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F02B 61/00 (2006.01)
(Continued)

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CPC **B60T 7/10** (2013.01); **A01D 34/64**
(2013.01); **B60T 1/062** (2013.01); **B60T 7/102**
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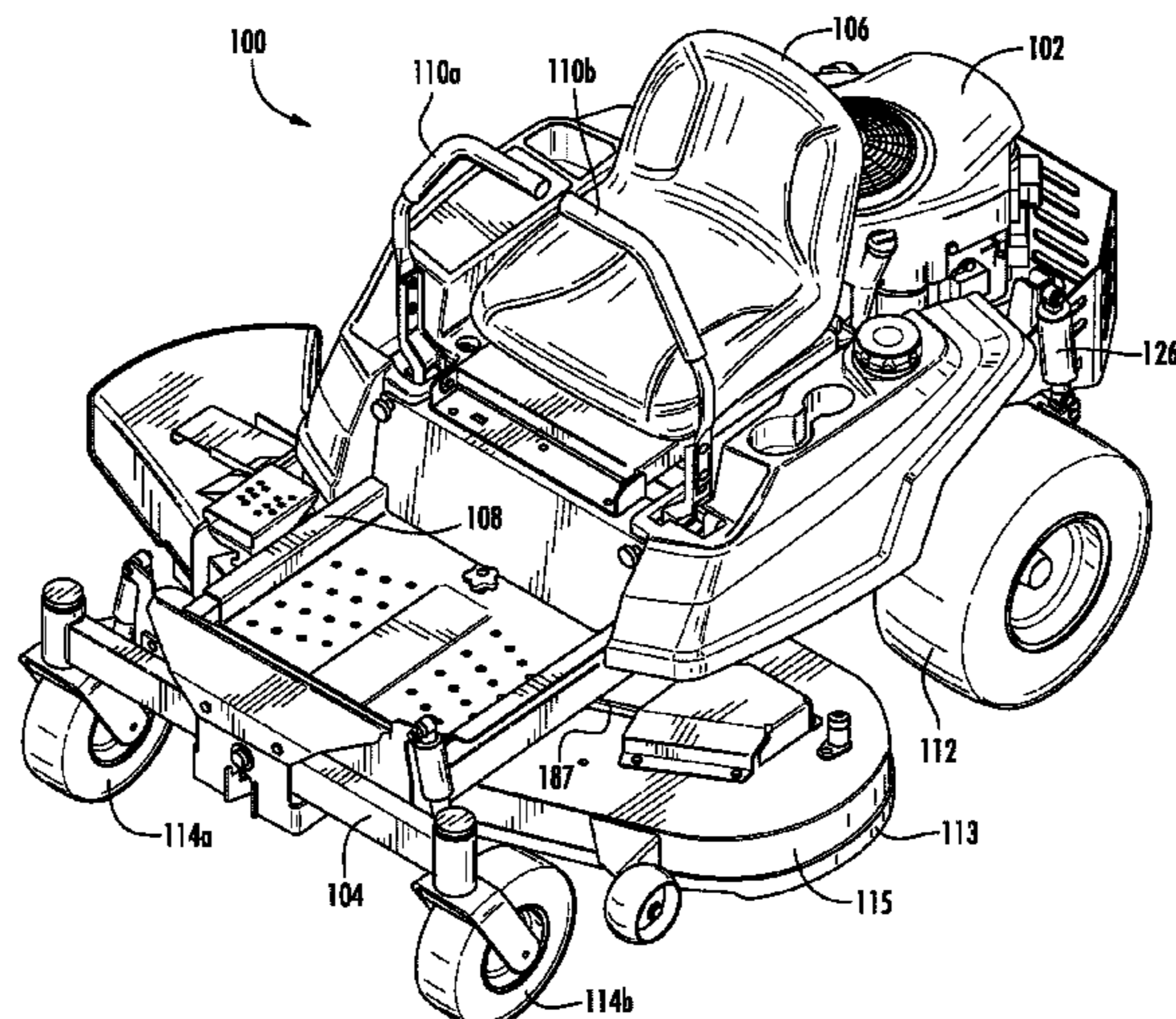
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(57) **ABSTRACT**

A machine includes a prime mover having a power take-off, a chassis configured to support at least an operator and the prime mover, a subframe pivotally coupled to the chassis about a pivot axis at a first location, at least one drive device configured to drive wheels of the machine, a drive belt and pulley arrangement. The subframe is further coupled to the chassis via at least one suspension device at a second location. The at least one drive device is driven by the prime mover and is coupled to the subframe. The pulley arrangement is configured to direct the drive belt from the power take-off of the prime mover to at least one drive pulley on the at least one drive device. The pulley arrangement comprises an idler pulley having a diameter and a rotational axis. The idler pulley is coupled to the chassis such that the rotational axis is spaced from the pivot axis by no greater than 1.5 times the diameter.

19 Claims, 13 Drawing Sheets



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continuation of application No. 15/150,485, filed on May 10, 2016, now Pat. No. 10,005,437.

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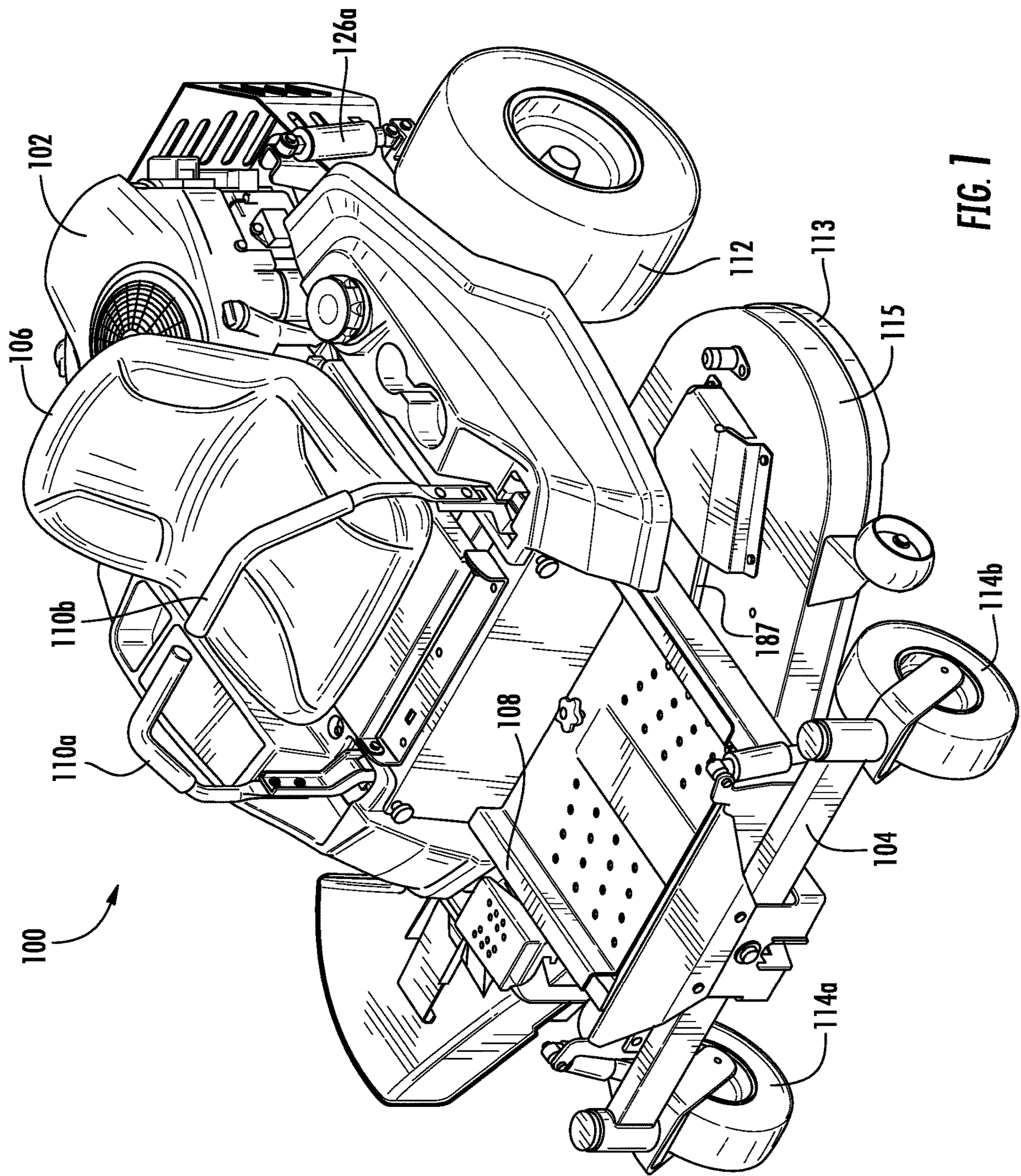


FIG. 1

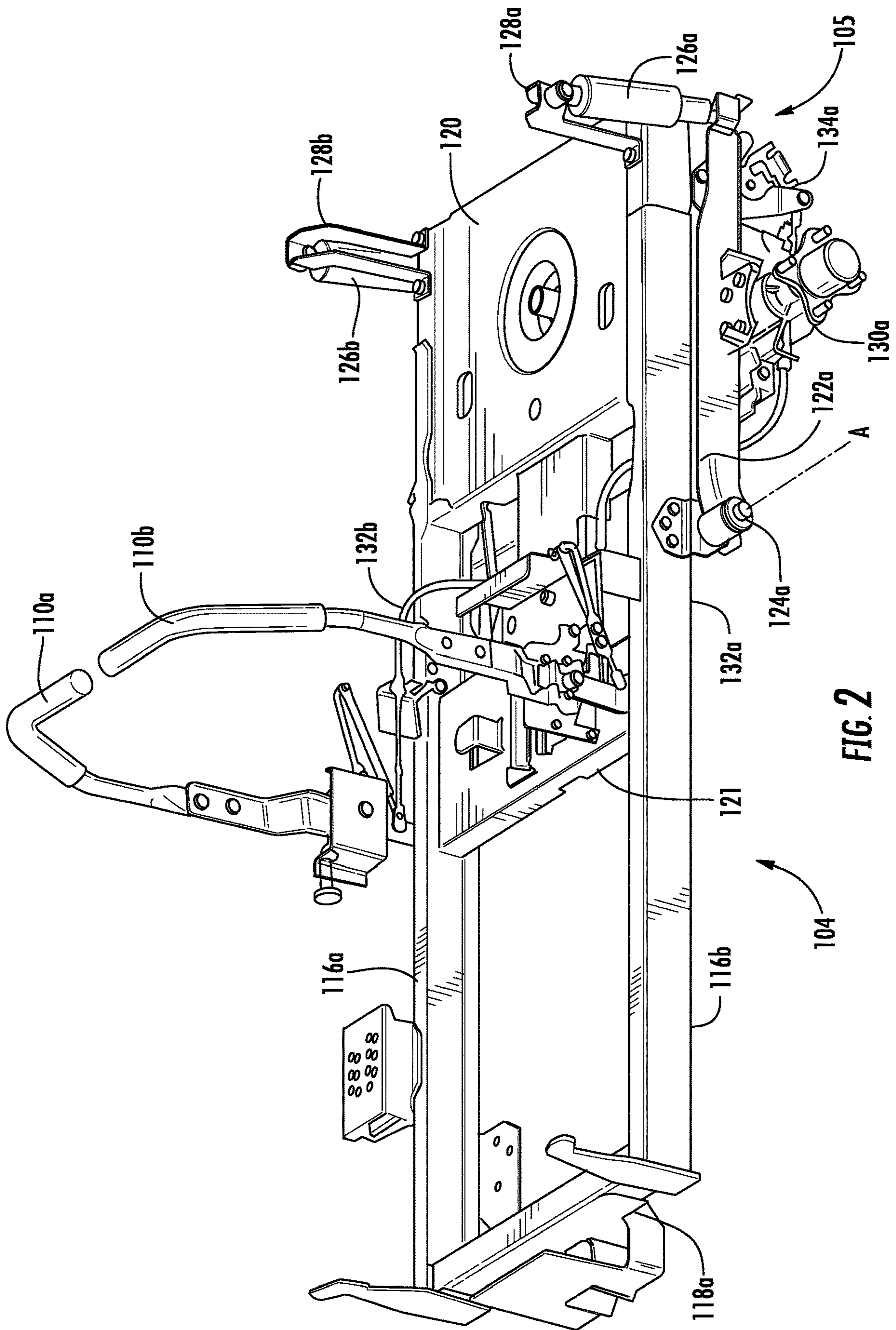
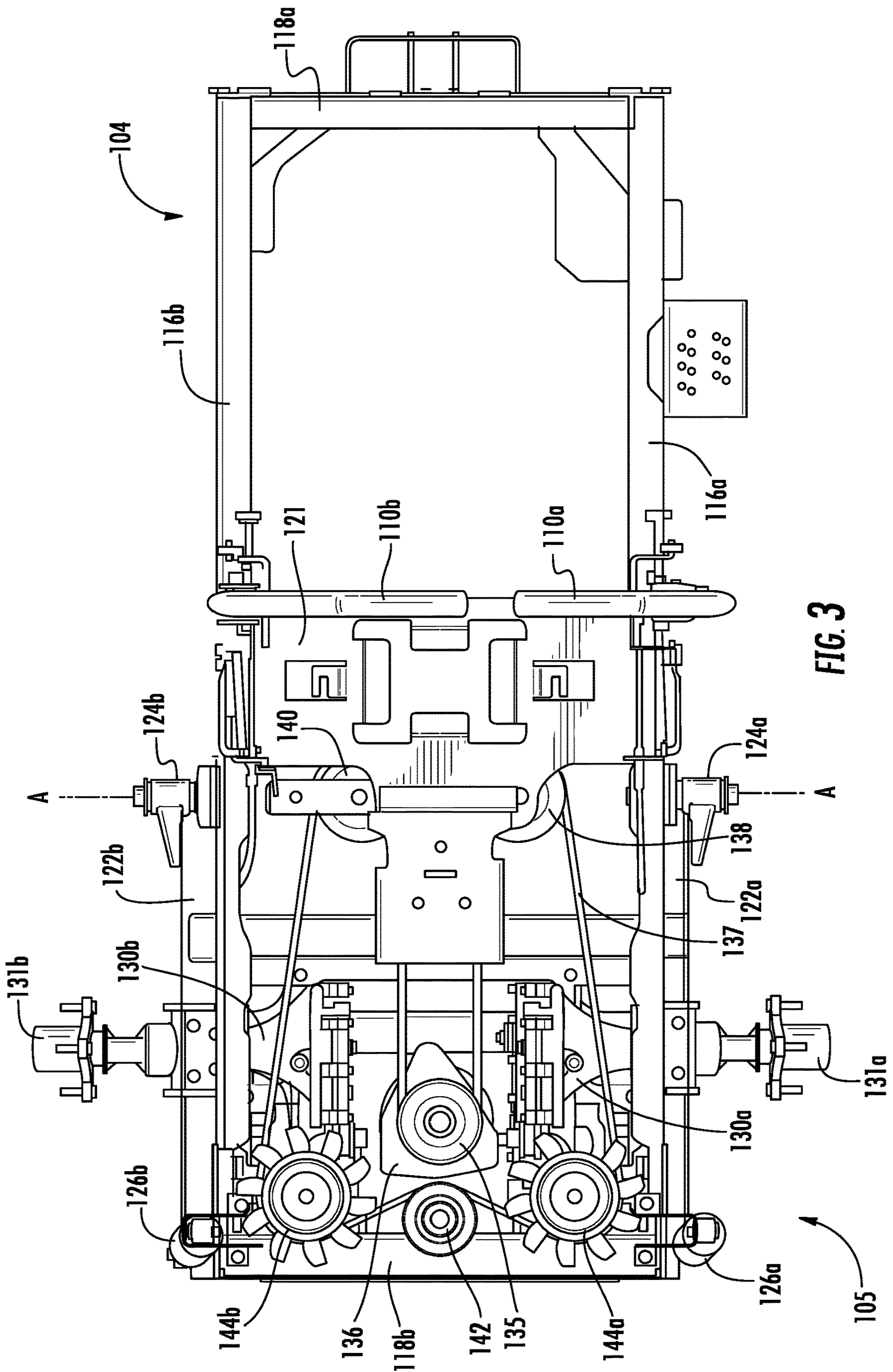


FIG. 2



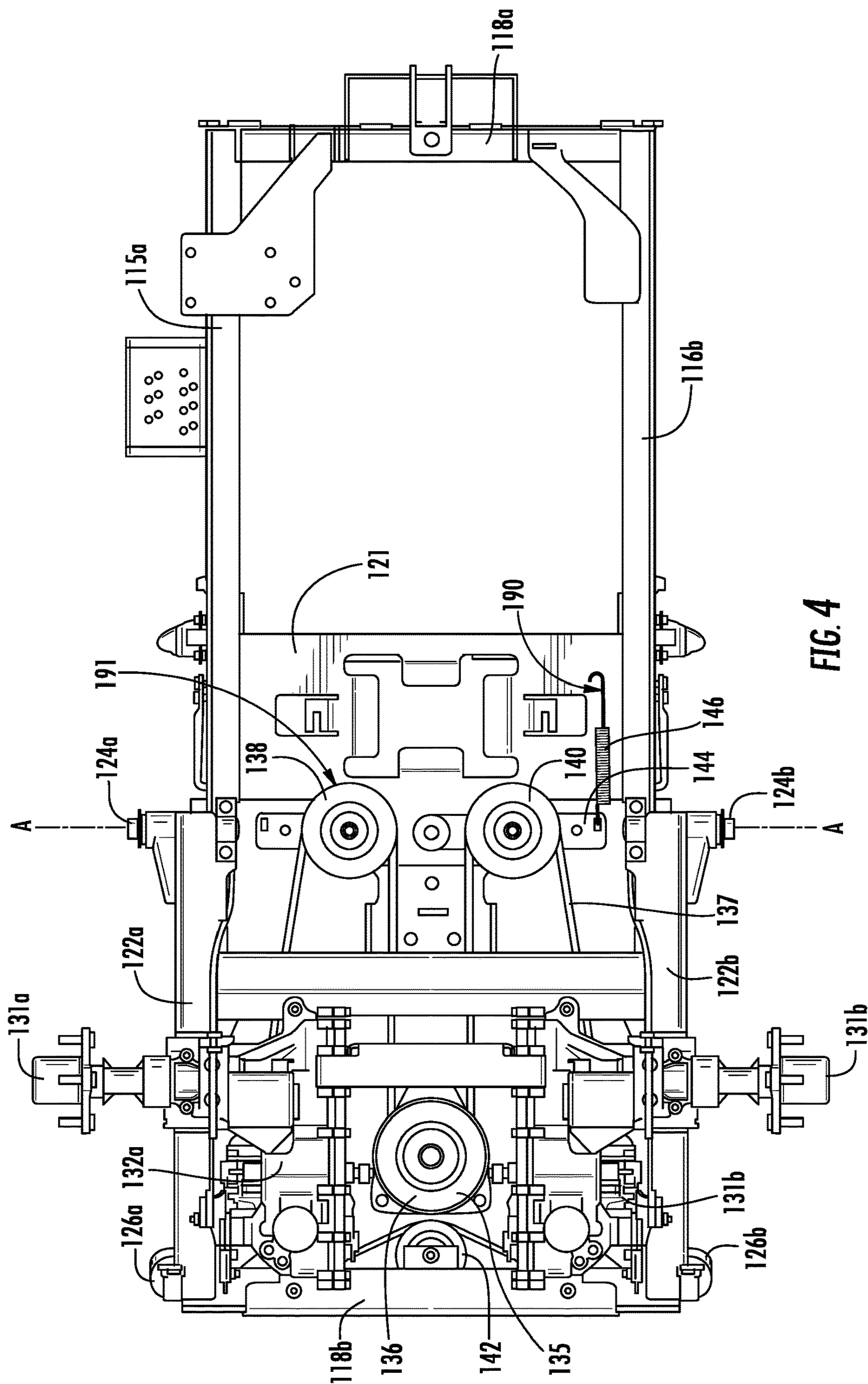
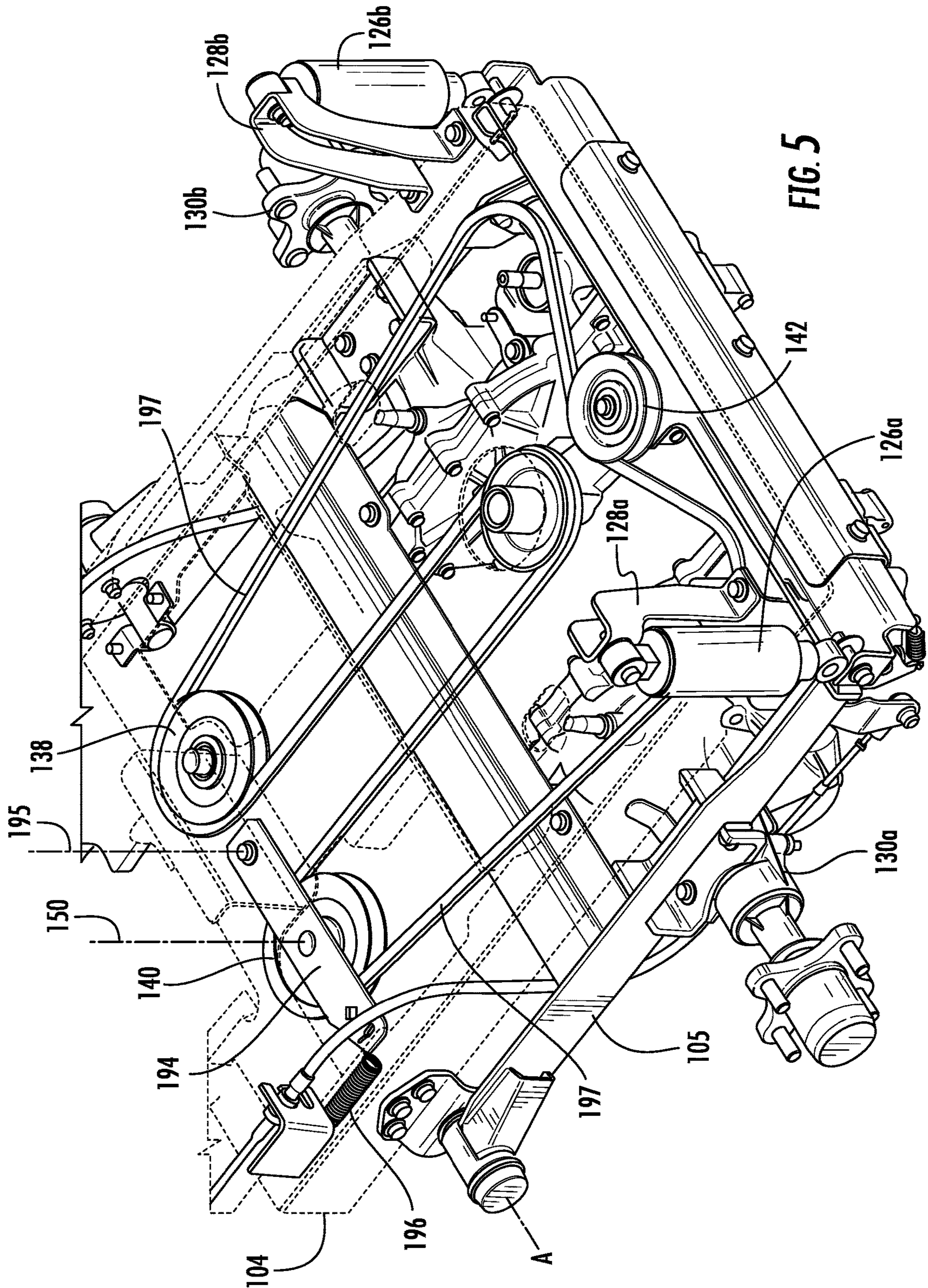


FIG. 4



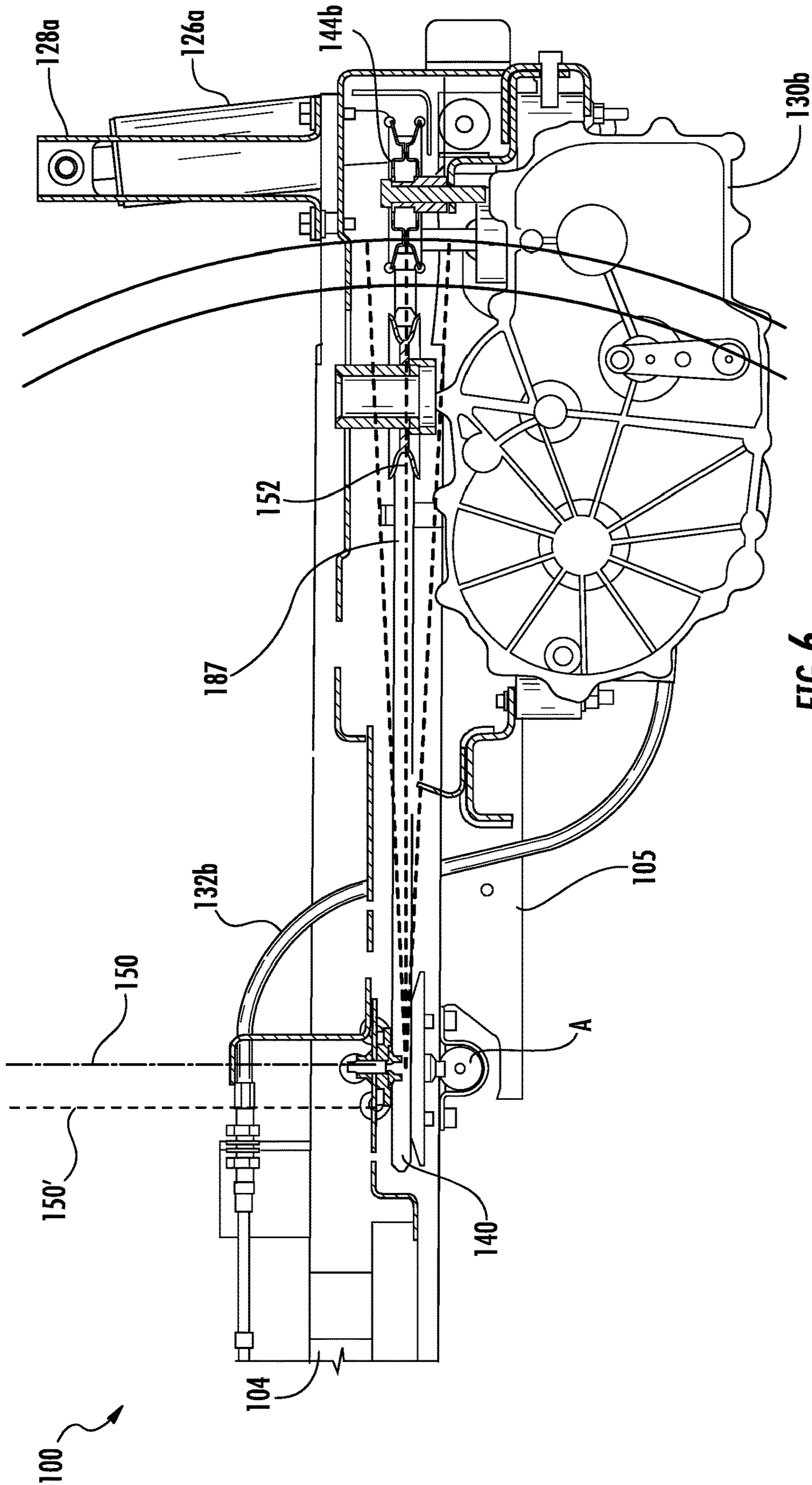


FIG. 6

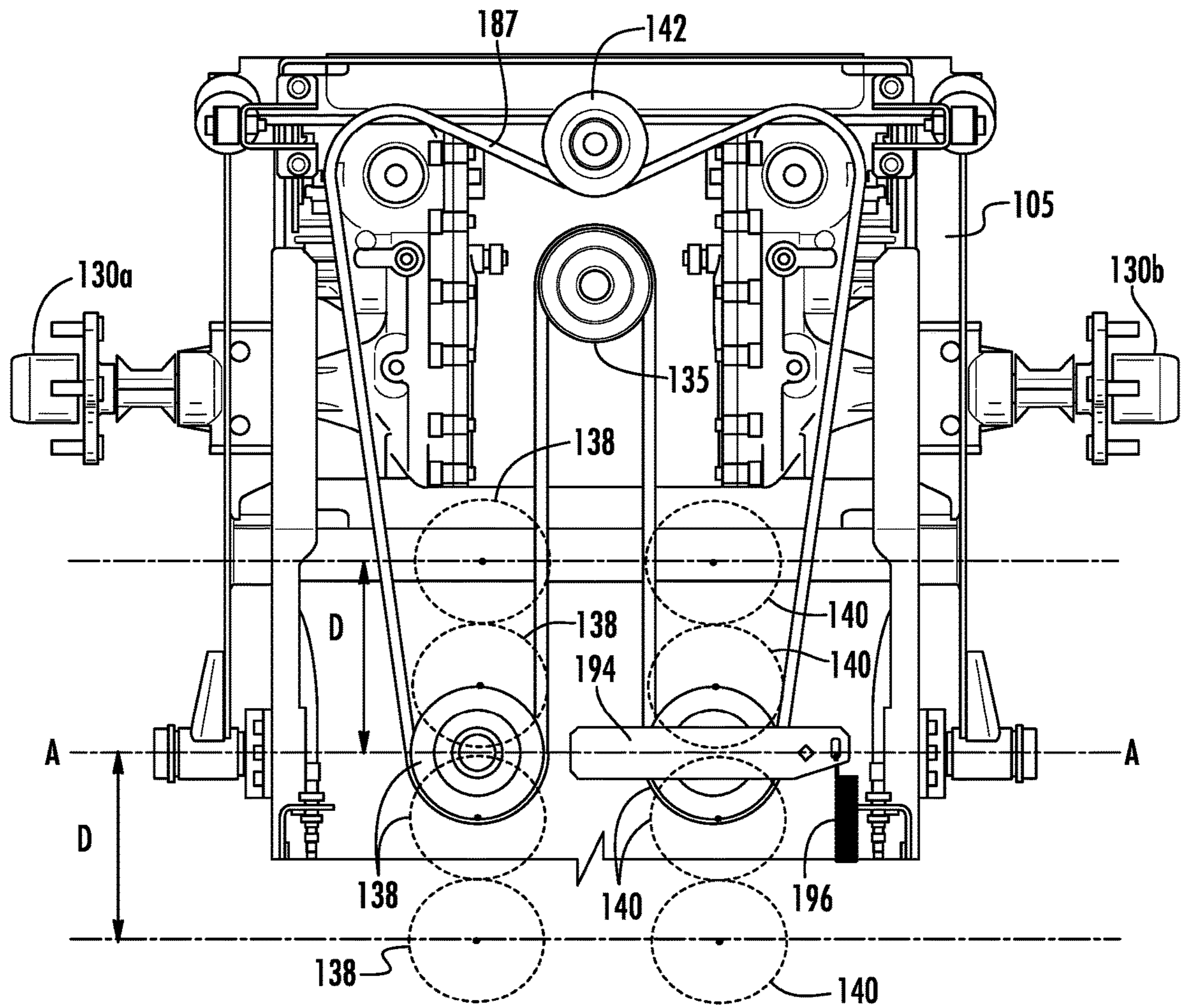
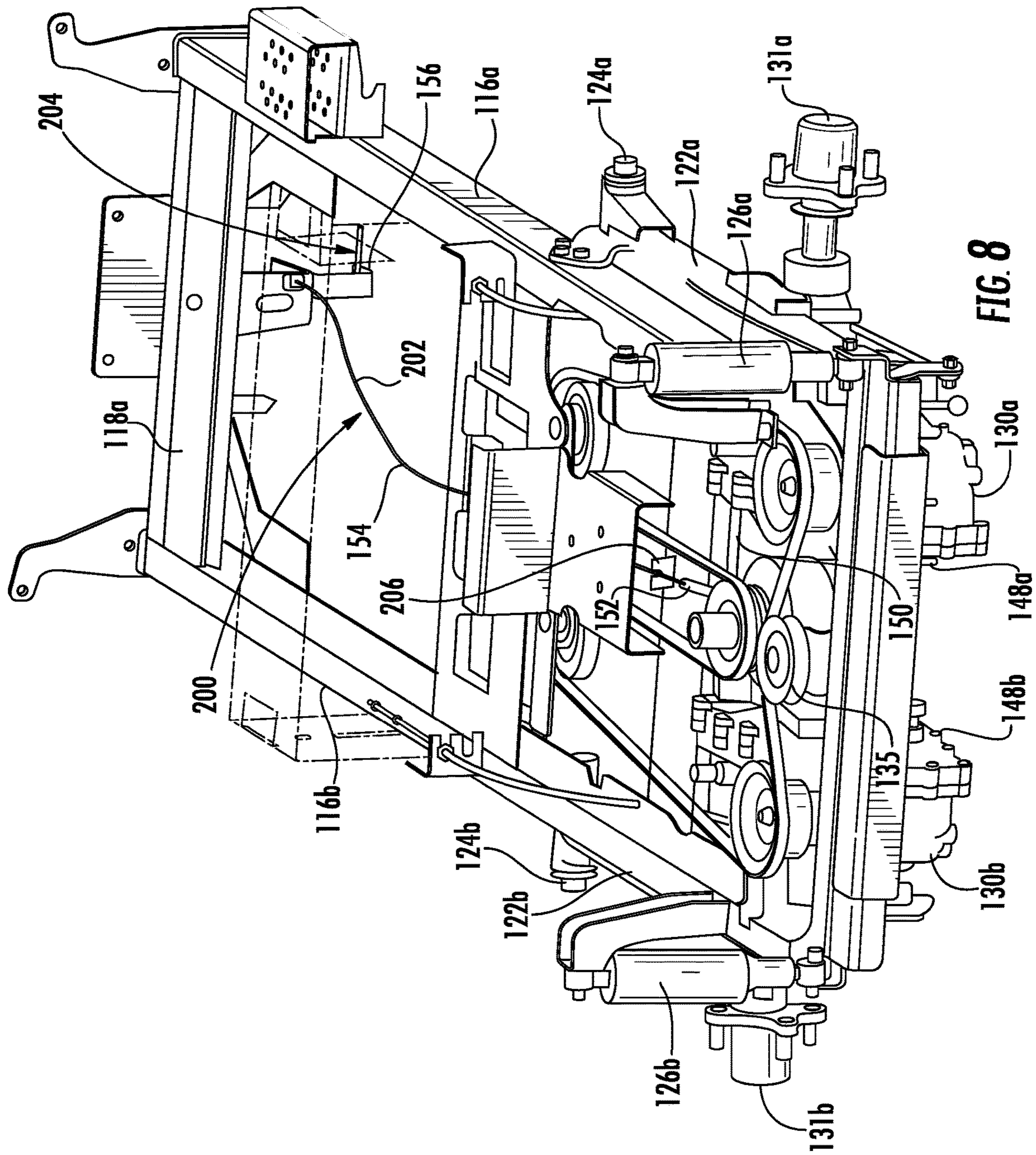


FIG. 7



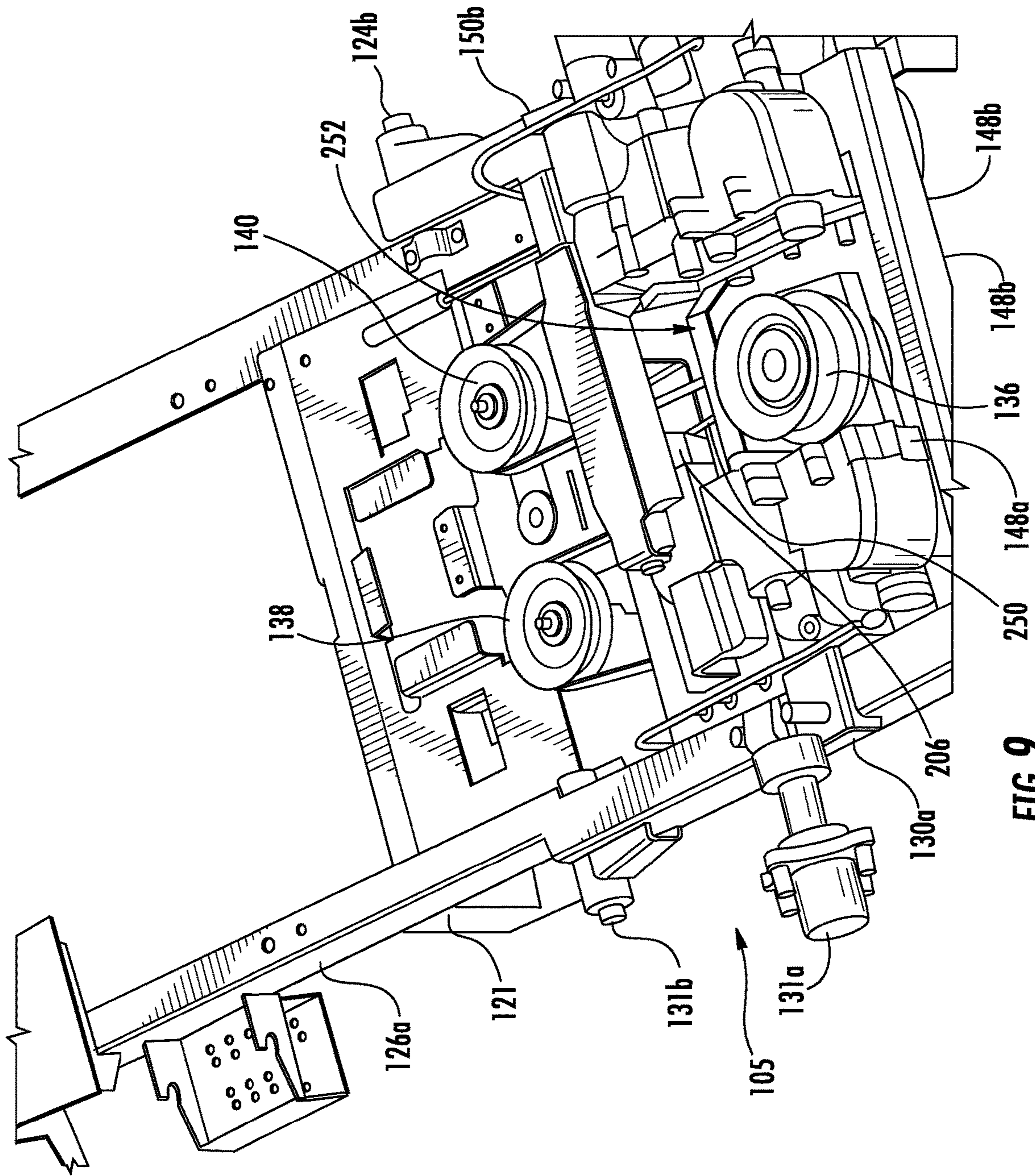


FIG. 9

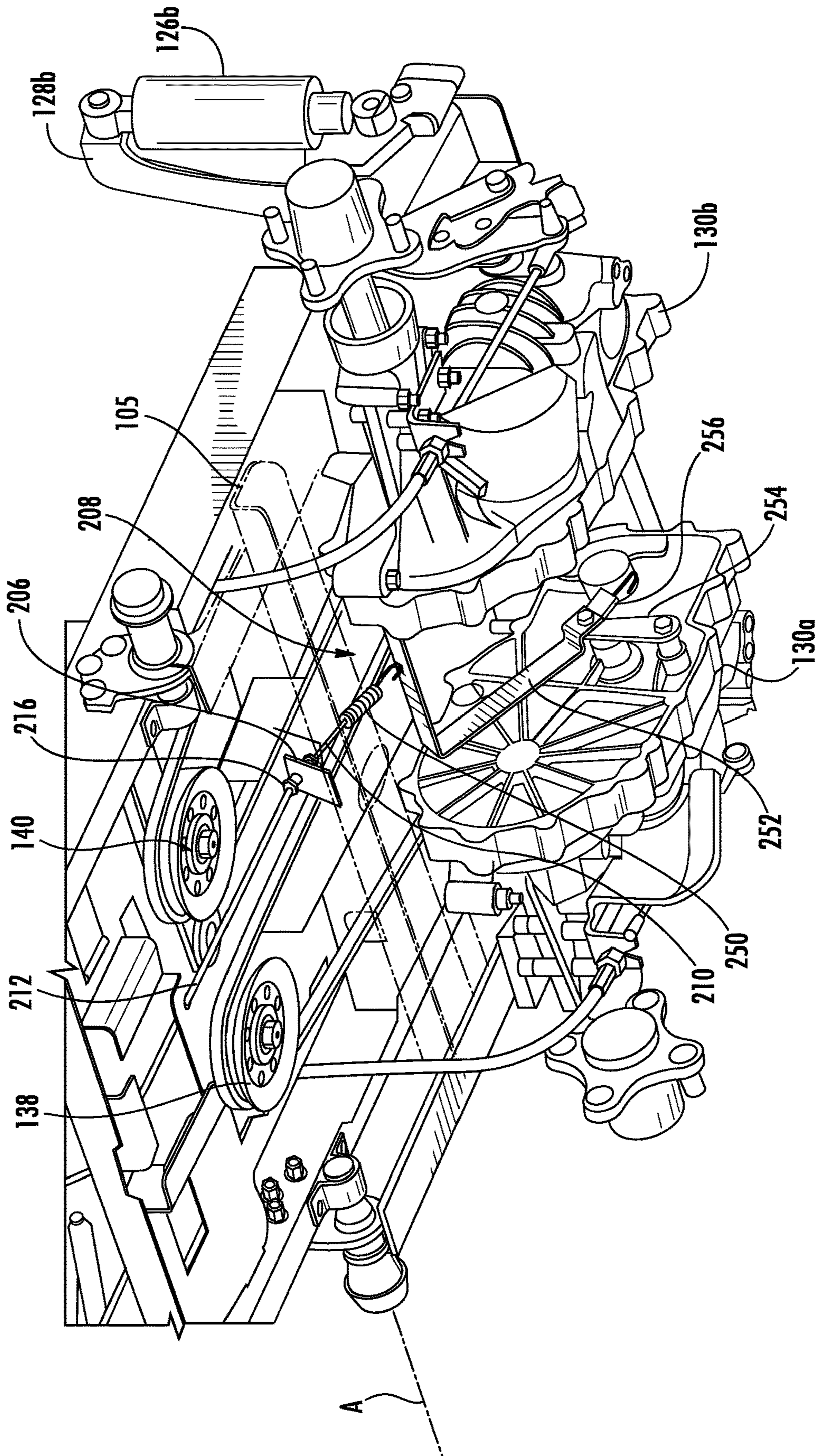
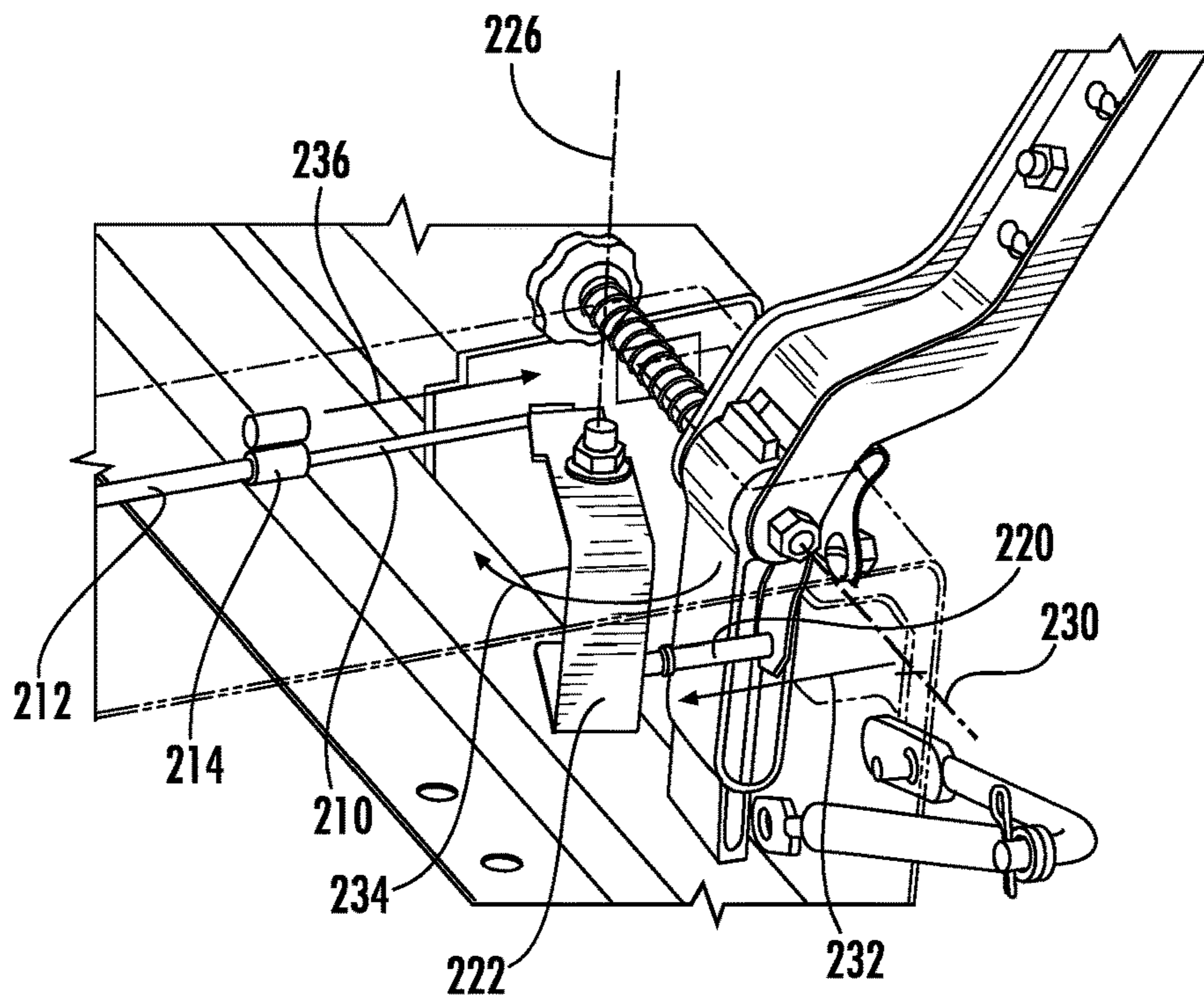
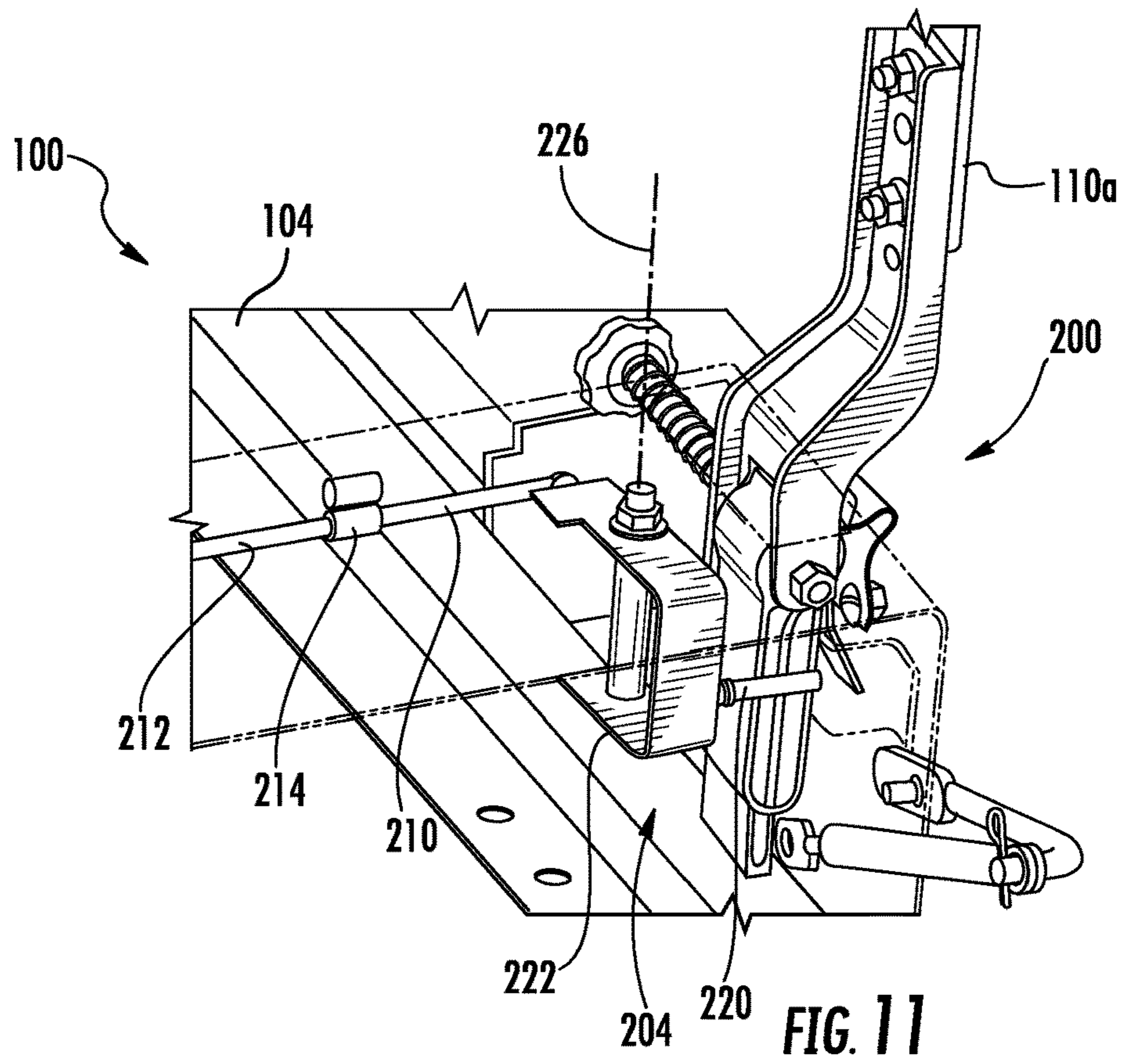


FIG. 10



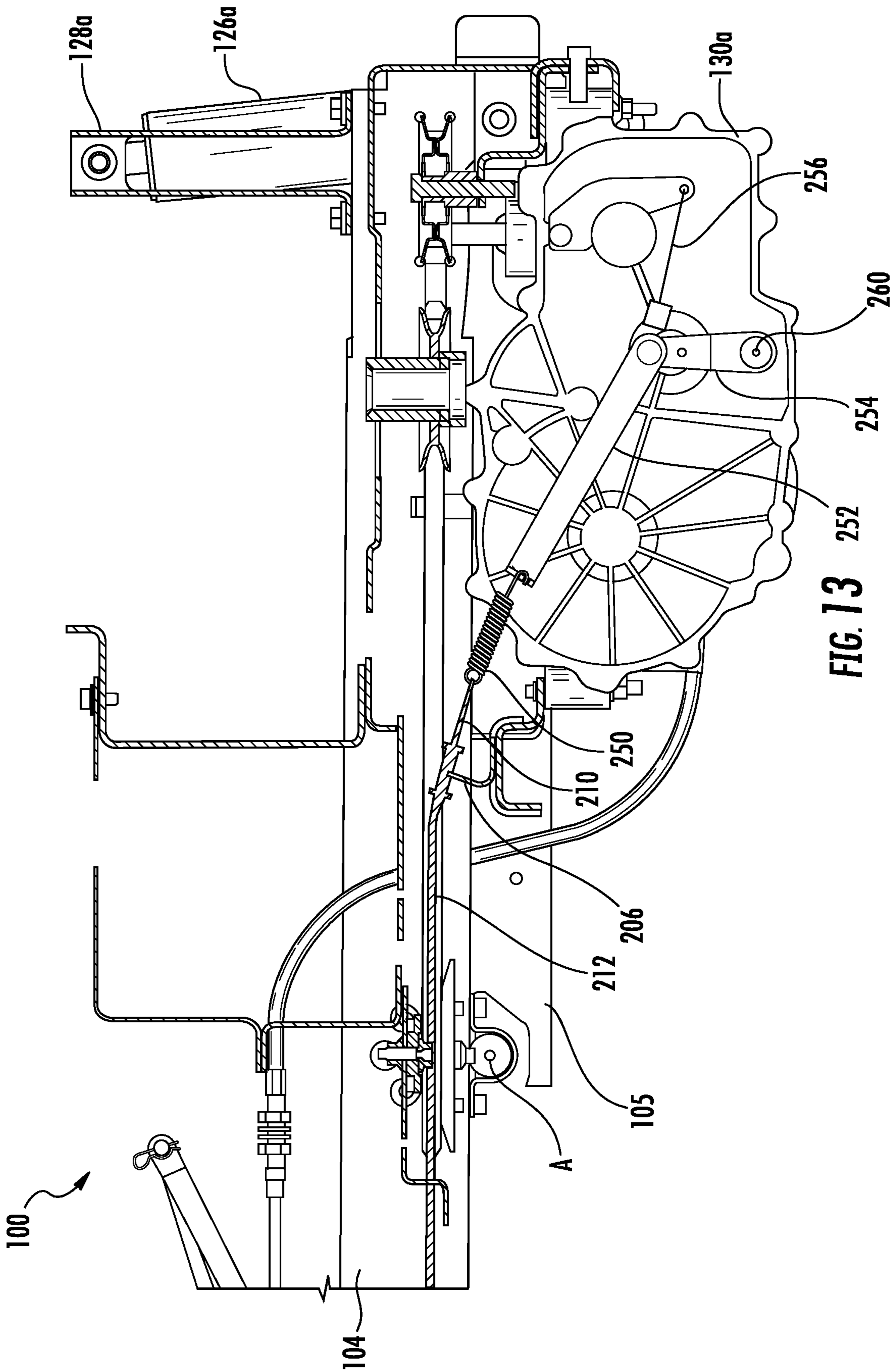


FIG. 13

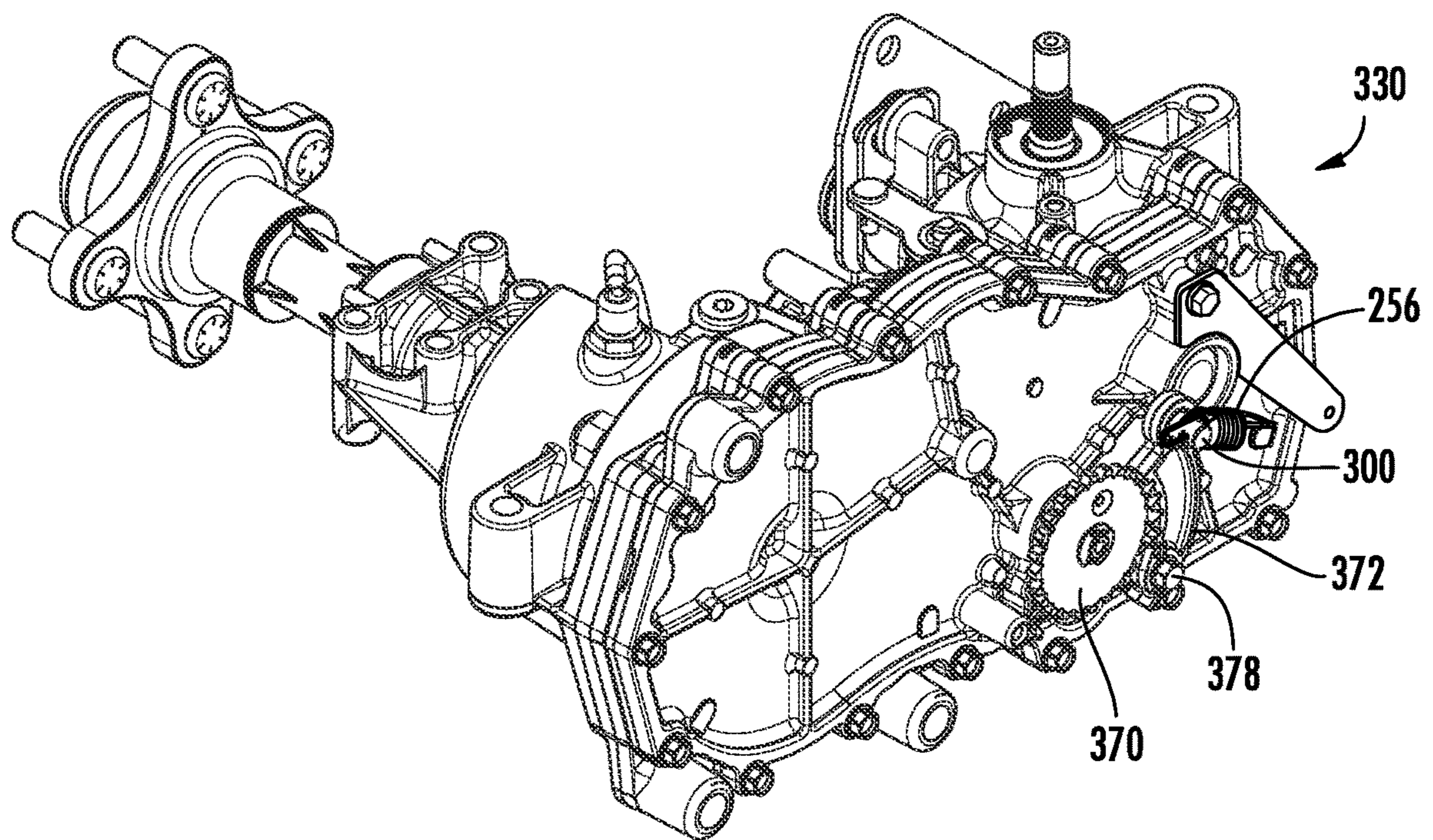


FIG. 14

MACHINE SUSPENSION SYSTEM

CROSS-REFERENCE TO RELATED PATENT APPLICATIONS

This application is a continuation of U.S. patent application Ser. No. 16/018,020, filed Jun. 15, 2018, which is a continuation of U.S. patent application Ser. No. 15/150,485, filed May 10, 2016, now U.S. Pat. No. 10,005,437, which claims the benefit of and priority to U.S. Provisional Patent Application No. 62/131,738, filed Mar. 11, 2015, the entire contents of each of which are incorporated herein by reference.

BACKGROUND

The present invention relates to a suspension system used on machines such as lawn and garden equipment, such as zero-turn radius (ZTR) mowers. Typically, ZTR mowers comprise unsuspended right and left drive wheels operably coupled to a mower frame, with at least one front caster wheel also coupled to the mower frame. However, independently-suspended right and left drive wheels for ZTR mowers have been shown in U.S. Pat. Nos. 5,946,893, 6,062,333, 6,170,242, 6,244,025, 6,460,318, 6,510,678, 6,857,254, and 7,107,746, each of which is incorporated herein by reference. These patents show several variations of independently-suspended right and left drive wheels for ZTR mowers, each embodiment including a prime mover such as an internal combustion engine, a hydraulic pump for each respective drive wheel being operably coupled to the internal combustion engine, and a hydraulic motor for each respective drive wheel being operably coupled to the respective hydraulic pumps. Both the internal combustion engine and the respective hydraulic pumps are connected to the frame of the ZTR mower in an unsuspended manner, wherein the hydraulic pumps are mechanically coupled and driven by the internal combustion engine via, for example, a belt-and-pulley system. The hydraulic pumps are then coupled to the respective hydraulic wheel motors via a series of hoses, wherein the hydraulic wheel motors are mounted on a suspension platform to allow for independent suspension of each of the drive wheels. The delivery of hydraulic fluid from the hydraulic pumps to the hydraulic wheel motors enables zero-turn radius drive capabilities, as is known in the art.

Recently, the use of hydrostatic transmissions known as hydrostatic transaxles has become prevalent in the ZTR mower industry. Hydrostatic transaxles combine the hydraulic pump and hydraulic wheel motor into a single unit, thereby simplifying and reducing the overall cost of the drive system of ZTR mowers and other hydraulically-driven devices. Typically, two hydrostatic transaxles are used, one for each drive wheel of the ZTR mower. Similar to the system described above, the hydraulic pump of the hydraulic transaxle is mechanically driven by an internal combustion engine (or similar drive unit) via a belt-and-pulley system, and the hydraulic pump in turn drives the hydraulic motor for each drive wheel. However, due to the integration of the hydraulic pump and hydraulic wheel motor into a single unit, suspension of the drive wheels on a ZTR mower utilizing hydrostatic transaxles presents several challenges. Foremost of those challenges is the variation in belt angle between the drive pulley coupled to the output shaft of the internal combustion engine and the driven pulley(s) of the hydraulic pump on the hydrostatic transaxle. If the belt angle between the drive and driven pulley(s) is too great, the belt

may run off of one or more the pulleys and render the drive system inoperable. These challenges were addressed in the ZTR mower suspension system shown in commonly-owned U.S. Pub. 2013/0291508, incorporated herein by reference.

However, the system shown in that publication was directed to a larger, commercial-style ZTR mower, wherein the engine (and thus power take-off) positioning was significantly behind the hydrostatic transaxles, thereby enabling the system's pulleys to be located on a suspended subframe without significant variations in belt angle that would potentially cause the belt to "jump" or run off of one or more pulleys. The component-placement advantages of this larger machine would not necessarily be present in a smaller ZTR mower.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is an isometric view of an example machine having an example suspension system.

FIG. 2 is a perspective view of select machine and suspension components.

FIG. 3 is a top view of select machine and suspension components.

FIG. 4 is a top perspective view of a portion of the example machine and suspension of FIG. 1.

FIG. 5 is a rear perspective view of a portion of the example machine and suspension of FIG. 1.

FIG. 6 is a sectional view of a portion of an example machine and suspension of FIG. 1.

FIG. 7 is a bottom view of a portion of the example machine and suspension of FIG. 1 illustrating various alternative idler pulley positions.

FIG. 8 is a top front perspective view illustrating an example parking brake system of the example machine of 1.

FIG. 9 is a top rear perspective view illustrating the example parking brake system.

FIG. 10 is a bottom perspective view illustrating the example parking brake system.

FIG. 11 is a fragmentary perspective view of a portion of the parking brake system in a brake disengaged position.

FIG. 12 is a fragmentary perspective view of the portion of the parking brake system in a brake engaged position.

FIG. 13 is a sectional view of the example machine illustrating parking brake system components.

FIG. 14 is a perspective view of another example hydrostatic transaxle and associated portions of another example parking brake system.

DETAILED DESCRIPTION OF EXAMPLES

FIG. 1 illustrates of an example machine, an example piece of lawn and garden equipment, shown as a zero turn radius (ZTR) lawnmower **100**. ZTR mower **100** of FIG. 1 comprises a prime mover **102**, such as an air-cooled internal combustion engine, electric motor, etc., wherein prime mover **102** is supported on a chassis **104**. An operator seat **106** is coupled to chassis **104** forward of prime mover **102**, enabling an operator to control ZTR lawnmower **100** while seated in seat **106** and having their feet placed on footplate **108**. Two control levers **110a**, **110b** are configured to be pivotally actuated by the operator to enable forward movement, reverse movement, and turning of ZTR lawnmower **100**, as is well known in the art.

Control levers **110a**, **110b** are coupled to respective hydrostatic transaxles (not shown) to power respective right and left drive wheels **112**. In lieu of hydrostatic transaxles, drive via independent pump and wheel motors or indepen-

dent electric drive motors is also possible. Additionally, it is possible for a single transmission (hydraulic or otherwise) to drive both right and left drive wheels **112**. Two front caster wheels **114a**, **114b** allow the mower to be easily maneuvered in a zero turn radius fashion. In the example illustrated in

FIGS. **2-3** are partial views of various components of ZTR mower **100**. As shown by FIGS. **2** and **3**, chassis **104** comprises two longitudinal support beams **116a**, **116b**, a front cross beam **118a**, and a central plate **121** coupled to respective longitudinal support beams **116a**, **116b**. Chassis **104** also comprises a prime mover mounting plate **120** upon which prime mover **102** is coupled. Additionally, a suspended subframe **105** is pivotally mounted to chassis **104** about a pivot axis **A** at respective pivot points **124a**, **124b**. Suspended platform **105** supports thereon integrated hydrostatic transaxles **130a**, **130b**, which integrally contain both a hydraulic pump and a hydraulic motor therein for driving drive wheels **112**. Control cables **132a**, **132b** for each control lever **110a**, **110b** are coupled to bell cranks **134a**, **134b** on respective hydrostatic transaxles **130a**, **130b**, which enables forward and reverse control of transaxles **130a**, **130b** in a manner known in the art. While cables **132a**, **132b** are shown, it is also possible for the connection between control levers **110a**, **110b** and hydrostatic transaxles **130a**, **130b** to be via other types of suitable linkages.

Suspended subframe **105** comprises longitudinal support beams **122a**, **122b**, wherein the distal ends of longitudinal support beams **122a**, **122b** are coupled to respective suspension devices **126a**, **126b**. Suspension devices **126a**, **126b** could be any suitable suspension mechanism such as a coil-over-shock device, a dampener, etc. Suspension devices **126a**, **126b** are also coupled to respective supports **128a**, **128b** mounted on longitudinal support beams **116a**, **116b** of chassis **104**. With this configuration, subframe **105** is pivotally suspended from chassis **104** about pivot axis **A** such that drive wheels **112** are capable of substantially vertical translation as ZTR mower **100** moves over rough terrain, etc. FIG. **2** shows subframe **105** in a substantially compressed position, but it is to be understood that subframe **105** may typically be at angled at various positions with respect to chassis **104** originating at pivot points **124a**, **124b**, generally dependent upon the presence of an operator, condition of the terrain, etc. As hydrostatic transaxles **130a**, **130b** are coupled to subframe **105**, they too are capable of vertical translation about pivot axis **A**. Conversely, because prime mover **102** is affixed to mounting plate **120** on chassis **104**, prime mover **102** does not move in concert with suspended subframe **105**.

FIG. **3** is a top view of various example ZTR mower components. As discussed above with respect to FIG. **2**, suspended subframe **105** pivots about a pivot axis **A** from chassis **104**. Respective longitudinal support beams **122a**, **122b** of subframe **105** act to at least partially support hydrostatic transaxles **130a**, **130b** (collectively referred to as transaxles **130**), which are coupled to drive wheels through respective wheel hubs **131a**, **131b**. In order to transfer power from a prime mover (not shown) to the respective hydrostatic transaxles **130a**, **130b**, an engine drive pulley **135** is coupled to a power take-off (PTO) shaft of the prime mover and connected via a belt **137** using a pulley arrangement to be discussed in further detail below. A PTO clutch **136** is also coupled to the PTO shaft of the prime mover to drive the blades **108** of a mower deck **104** coupled to chassis **104**

via a separate belt (also not shown). Belt **137** could be any suitable drive belt, but is preferably a double-A or double-V-type belt to allow the belt to drive pulleys on both its inside and outside surfaces.

FIGS. **4** and **5** illustrate an example pulley arrangement **141** that guides and directs belt **137** so as to drive each of hydrostatic transaxles **130**. Pulley arrangement comprises idler pulleys **138**, **140**, **142** and drive pulleys **144a**, **144b**. Belt **137** runs from PTO clutch **136** to idler pulleys **138**, **140**, wherein idler pulleys **138**, **140** are mounted on central plate **121** of chassis **104**. Accordingly, idler pulleys **138**, **140** do not pivot about pivot axis **A** or otherwise move with vertical translation of suspended subframe **105**. From idler pulleys **138**, **140**, belt **137** runs to drive pulleys **144a**, **144b** on respective hydrostatic transaxles **130a**, **130b** in order to enable hydraulic drive of the transaxles **130a**, **130b**. Idler pulley **142** is coupled to a rear cross beam **118b** of subframe **105** to maintain tension and provide sufficient belt-wrap of belt **137** around drive pulleys **144a**, **144b**.

As mentioned above, idler pulleys **138**, **140** are mounted on central plate **121** of chassis **104**, while drive pulleys **144a**, **144b** are coupled to hydrostatic transaxles **130a**, **130b**, meaning drive pulleys **144a**, **144b** also move in concert with any translation of suspended subframe **105**. As idler pulleys **138**, **140** are stationary (i.e., do not pivot with respect to pivot axis **A**) and drive pulleys **144a**, **144b** move with suspended subframe **105**, the angle of belt **137** between these sets of pulleys changes with the various the suspension conditions of subframe **105**. Accordingly, proper placement of idler pulleys **138**, **140** is important to avoid significant changes in belt angle during operation of the mower, as such significant changes may cause belt **137** to “jump” during operation and disengage belt **137** from the drive system.

FIGS. **6** and **7** illustrate examples for the placement of idler pulleys **138**, **140**. As shown by FIG. **6**, in one implementation, the rotational axes **150** of idler pulleys **138**, **140** are perpendicular to and substantially in line with pivot axis **A** of suspended subframe **105**. For the purposes of this embodiment, idler pulleys **138**, **140** being “substantially” in line with the pivot axis **A** may mean that the pulleys are directly in line with pivot axis **A** (with no perceivable offset, intersecting pivot axis **A**), within one pulley diameter forward of pivot axis **A**, or a greater distance forward of pivot axis **A** within the confines of chassis **104**.

In the example illustrated in FIG. **6**, axes **150** of idler pulleys **138**, **140** are directly in line with pivot axis **A**, intersecting pivot axis **A**. As a result, as indicated by radius lines **152**, the belt angle between idler pulleys **138**, **140** and drive pulleys **144a**, **144b** is as small as possible, regardless of the suspension condition of subframe **105**. In other words, the length of belt **137** insubstantially changes or does not change in response to the pivoting of subframe **105**. Because the length of belt **137** does not change despite the pivoting of subframe **105**, the risk of belt **137** jumping and becoming disengaged from any of the pulleys of the pulley arrangement **141** is reduced.

FIG. **7** is a top view of portions of mower **100** illustrating alternative positions for idler pulleys **138**, **140**. In other implementations, the rotational axes **150** of idler pulleys **138**, **140** may be spaced, forwardly or rearwardly, from pivot axis **A** by a distance **D** of up to 1.5 times the diameter of at least one of idler pulleys **138**, **140**. In such implementations, the length of belt may more substantially change as subframe **105** pivots, possibly requiring more robust and complex belt take up assemblies.

In some implementations, idler pulleys **138**, **140** may alternatively be set slightly closer to the front of the mower

(i.e., in the direction of control levers **110a**, **110b**. For example, in one implementation, idler pulleys **138**, **140** may have rotational axes **150'** which are located less than or equal to 1 inch of pivot axis A as shown in FIG. 6. In other implementations, idler pulleys **138**, **140** may be positioned a distance of one pulley diameter forward of pivot axis A without substantially changing the complexity of the system. As illustrating FIG. 7, in some implementations, idler pulleys **138**, **140** may be positioned even further forward of pivot axis A (by greater than one pulley diameter) depending on the overall layout of the mower and intervening components, but this again may add to the complexity of the belt take-up assembly.

FIGS. 4 and 5 illustrate one example belt take-up assembly **190** for taking up slack in belt **187** that may result from the pivoting of subframe **105** about pivot axis A. Belt take-up assembly **190** helps maintain belt tension on the system (i.e., "take-up"). In the example illustrated, belt take up assembly **190** comprises a movable support that movably supports the rotational axis of at least one of idler pulleys **138**, **140** for movement between different positions to relocate the rotational axis and a bias mechanism resiliently biasing the idler pulley towards a predefined position for the rotational axis. In the example illustrated, the movable support comprises an idler arm **194** having a first end portion pivotally coupled to chassis **104** for pivotal movement about axis **195**, a central portion rotatably supporting the idler pulley, idler pulley **140** for rotation about axis **150** and a second end portion resiliently biased towards a preset predefined position. In the example illustrated, the bias mechanism comprises a tension spring **196** interconnecting the second end portion of arm **194** and chassis **104**. During pivoting of subframe **105**, spring **196** stretches or constricts as the rotational axis pulley **140** changes to accommodate the change in the length of segments or strands **197** of belt **187**, extending between the idler pulleys **138**, **140** and the drive pulleys **144a** and **144b**. In other implementations, belt take up assembly **190** may have other configurations.

FIGS. 8-13 illustrate an example parking brake system **200** for mower **100**. Parking brake system **200** is configured to brake wheels **112** when the mower **100** is in a parked or stopped position. Parking brake system **200** comprises flexible cable **202**, control arm interface **204**, cable mount **206** and brake interface **208**. Flexible cable **202** extends between control arm **110a** (shown in FIGS. 1-3) and each of hydrostatic transaxles **130** so as to transmit motion of control arm **110a** to an internally located braking mechanism within each of hydrostatic transaxles **130**. In the example illustrated, flexible cable **202** comprises a Bowden cable, a cable comprising an inner flexible cable **210** and an outer guiding sheath **212** (shown in FIG. 12). The inner flexible cable **210** is connected to the control arm interface **204** and the brake interface **208** at opposite ends, wherein the inner flexible cable is pushed and pulled through, along and relative to the outer flexible sheath **212**. The outer flexible sheath **212** has a first end **214** (as shown in FIG. 11) fixedly coupled to chassis **104** proximate to control arm interface **204** and a second end **216** fixedly coupled to cable mount **206** supported by subframe **105**. The outer flexible sheath **212** has sufficient slack between its ends such that the outer flexible sheath may accommodate movement of cable mount **206** resulting from pivotal movement of suspension **105**.

FIG. 11 illustrates control arm interface **204** in more detail. Control arm interface **204** comprises rod **220** and bell crank bracket **222**. Rod **220** is coupled between control arm **110a** and bell crank bracket **222**. In one implementation, rod

220 is affixed at one end to control arm **110a** and a second end to bell crank bracket **222**.

Bell crank bracket **222** comprises a bracket pivotally coupled to chassis **104** for rotation about axis **226**. Bracket **222** is connected to rod **220** on a first side of axis **226** and is connected to flexible cable **210** on a second side of axis **226**. As shown by FIG. 12, pivoting of control arm **110a** outwards, about axis **230** drives rod **220** in the direction indicated by arrow **232** which results in bell crank bracket **222** being rotated in the direction indicated by arrow **234**. Rotation of bell crank bracket **222** and the direction indicated by arrow **232** results in cable **210** being pulled through and relative to sheath **212** in the direction indicated by arrow **236**. Such motion is transmitted through an along sheath **212** to brake interface **208**.

Cable mount **206** comprises a structure affixed to and carried by subframe **105** so as to pivot with subframe **105**. Cable mount **206** secures end **216** of sheath **212** to subframe **105**. Cable mount **206** ensures that the sheath about flexible cable **210** also moves with the pivoting of subframe **105**, wherein the actual length of the flexible cable **210** within sheath **212** does not change.

Brake interface **208** comprises one or more structures interconnecting flexible cable **216**. Brake interface **208** comprises spring **250**, bracket **252**, lever **254** and bias **256**. Spring **250** comprises a tension spring connected between cable **210** and bracket **252**. Spring **250** exerts a bias through flexible cable **210** to bell crank bracket **222**, opposing outward pivoting of control arm **110a**. Spring **250** further transmits motion of cable **210** to bracket **252**.

Bracket **252** comprises a non-flexible frame or member that interconnects spring **250** and lever **254**. Bracket **252** further interconnects spring **250** to a second lever **254** associated with the other hydrostatic transaxle **131b**. In the example illustrated, bracket **252** comprises an inflexible or rigid U-shaped frame having opposing spaced legs extending on opposite sides of PTO clutch **136** and connected to each of the levers **254** of the two hydrostatic transaxles **131**. In other implementations, bracket **252** may have other configurations.

Lever **254** comprises a rigid brake engaging member pivotally connected to bracket **252** at one end and connected to a shaft or rod that rotates about axis **260** and that extends into the respective transaxle **130a**, **130b** to an internal cog or other component (not shown) within transaxles **130a**, **130b** when in the "park" position to prevent rotation of the drive wheels. Spring **256** comprise a tension spring having one end connected to or affixed relative to an outer housing of the respective transaxle **130** and having another end connected to lever **254** to bias lever **254** to a predefined position, such as a position in which the internal brake of the transaxle **130** is disengaged. In other implementations, other mechanisms may be utilized to bias lever **254** to a predefined position.

Due to the suspended nature of subframe **105**, it is important that U-shaped frame **150** remain stationary relative to transaxles **130a**, **130b** unless actuated by the user to apply the parking brake. Accordingly, while flexible cable **210** may move with corresponding pivotal movement of subframe **105**, spring **152** and U-shaped frame **150** are mounted only to components of subframe **105** such that translation of the suspension system alone does not move levers **254** and inadvertently actuate the cogs or other components within transaxles **130a**, **130b** to actuate the brake while the mower is moving.

FIG. 14 illustrates hydrostatic transaxle **330**, an alternative implementation of hydrostatic transaxle **130a** or **130b**.

Transaxle **330** is similar to transaxle **130** except that transaxle **330** has an external braking mechanism comprising gear **370** and brake **372**. Gear **370** is affixed to a shaft and operably coupled to the output shaft of transaxle **330** and wheel **112**. Brake **372** comprises a curved toothed brake engagement member pivotable about axis **378** between a gear engaging, braking position and a withdrawn, brake disengaged position. In such an implementation, bracket **252** (shown in FIG. **13**) is pivotally connected to brake **372** at connection **380**. In one of limitation, bracket **252** is pivotally connected to brake **372** at connection **380** for each of the two transaxles **330**. Similar to lever **254**, brake **372** is resiliently biased towards a withdrawn position by spring **256**.

In operation, in response to lever arm **110a** being pivoted outward about axis **230** as shown in FIG. **12**, flexible cable **210** is pulled to pull up on spring **250**. Spring **250** pulls upon bracket **250** which pivots brake **372**, against the bias of spring **256**, into braking engagement with gear **370**. Pivoting of control arm **110a** to the inner position shown in FIG. **11** results in bracket **252** pivoting brake **372** about axis **378** away from and out of engagement with brake **370**. Such withdrawal to the brake disengaged position is further assisted by the bias of spring **256**.

Although the present disclosure has been described with reference to example implementations, workers skilled in the art will recognize that changes may be made in form and detail without departing from the spirit and scope of the claimed subject matter. For example, although the pulley arrangement and the parking brake system are illustrated as being utilized as part of a riding lawnmower such as a zero turn radius mower, in other implementations, we discussed pulley arrangement and parking brake system may be employed and other machines or other pieces of lawn and garden equipment which employ a suspension that carries drive devices that are driven by a prime mover. Although different example implementations may have been described as including one or more features providing one or more benefits, it is contemplated that the described features may be interchanged with one another or alternatively be combined with one another in the described example implementations or in other alternative implementations. Because the technology of the present disclosure is relatively complex, not all changes in the technology are foreseeable. The present disclosure described with reference to the example implementations and set forth in the following claims is manifestly intended to be as broad as possible. For example, unless specifically otherwise noted, the claims reciting a single particular element also encompass a plurality of such particular elements.

What is claimed is:

1. A machine comprising:

a prime mover

an engine drive pulley coupled to the prime mover;

a chassis, wherein the chassis is configured to support at least an operator and the prime mover;

a subframe pivotally coupled to the chassis about a pivot axis, wherein the subframe is further coupled to the chassis via at least one suspension device;

at least one drive device configured to drive wheels of the machine, the at least one drive device driven by the prime mover;

a drive belt; and

a pulley arrangement configured to direct the drive belt from the engine drive pulley of the prime mover to at least one drive pulley on the at least one drive device, wherein the pulley arrangement comprises at least one idler pulley having a diameter and a rotational axis.

2. The machine of claim **1**, wherein the machine comprises a lawn mower.

3. The machine of claim **1**, wherein the at least one idler pulley comprises a first idler pulley having a first diameter and a first rotational axis and a second idler pulley having a second diameter and a second rotational axis.

4. The machine of claim **1**, wherein the at least one drive device comprises at least one hydrostatic transaxle having at least one output shaft located along a transaxle axis and coupled to a drive wheel of the machine and wherein the at least one drive pulley is located rearward of the transaxle axis and the at least one idler pulley is positioned forward of the transaxle axis.

5. The machine of claim **4**, wherein the engine drive pulley is located rearward of the transaxle axis.

6. The machine of claim **1**, wherein the subframe comprises a first longitudinal support beam, a second longitudinal support beam, and a cross beam.

7. The machine of claim **1**, wherein the prime mover is at least one of an internal combustion engine and an electric motor.

8. The machine of claim **1**, wherein the prime mover is coupled to a plate on the chassis.

9. The machine of claim **1**, wherein the idler pulley is movable to reposition the rotational axis and wherein the machine further comprises a bias mechanism resiliently biasing the idler pulley towards a predefined position for the rotational axis.

10. The machine of claim **9**, wherein the bias mechanism comprises an idler arm rotationally supporting the idler pulley and tensioning spring coupling the idler arm to the chassis.

11. The machine of claim **1**, wherein the rotational axis of the idler pulley is offset from the pivot axis.

12. A machine comprising:

a prime mover, the prime mover having a power takeoff; a chassis, wherein the chassis is configured to support at least an operator and the prime mover;

a subframe pivotally coupled to the chassis about a pivot axis, wherein the subframe is further coupled to the chassis via at least one suspension device;

at least hydrostatic transaxle having at least one output shaft having a transaxle axis, the output shaft coupled to a drive wheel of the machine, the at least one hydrostatic transaxle driven by the prime mover and coupled to the subframe;

a drive belt; and

a pulley arrangement configured to direct the drive belt from the power take-off of the prime mover to at least one drive pulley on the at least one hydrostatic transaxle, wherein the pulley arrangement comprises at least one idler pulley having a diameter and a rotational axis, and wherein the at least one drive pulley is located rearward of the transaxle axis.

13. The machine of claim **12** further comprising a mower deck coupled to the chassis and rotationally supporting a mower blade.

14. The machine of claim **12**, wherein the rotational axis of the idler pulley is spaced near the pivot axis.

15. The machine of claim **12**, further including an engine drive pulley coupled to the power takeoff and wherein the engine drive pulley is located rearward of the transaxle axis.

16. The machine of claim **15**, wherein pulley arrangement is configured to direct the drive belt from the engine drive pulley to the at least one drive pulley on the at least one hydrostatic transaxle.

- 17.** The machine of claim **12** further comprising:
a parking brake system comprising:
at least one brake engagement member actuatable to
engage a parking brake on the at least one drive device;
a cable mount carried by the subframe; 5
a flexible cable having a sheath, wherein the sheath is
coupled to the cable mount and the flexible cable is
further coupled to the brake engagement member to
actuate the brake engagement member to engage the
parking brake on the at least one drive device, 10
wherein the cable mount is carried on the subframe so as
to not enable the flexible cable to actuate the brake
engagement member through pivotal movement of the
subframe alone.
- 18.** The machine of claim **17** further comprising a control 15
member operably coupled to the flexible cable to move the
flexible cable relative to the sheath to actuate the brake
engagement member to engage the parking brake on the at
least one drive.
- 19.** The machine of claim **18** further comprising a spring 20
operably coupled between the flexible cable and the brake
engagement member.

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